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	1. ALBOOK 2 COOK DO FOUND CO
5X1	1. On 16 October 1950 the fuel depot at Akon (N 52/D 96) was serving civilian agencies exclusively. The large fuel tanks of the lepot were allegedly filled only to about 50 percent of capacity. Gasoline shipments arrived by rail. The depot was not guarded, though watchtowers were erected. No military vehicles 25X1A
	Bernau Fuel Depot.
5X	2. On 4 October a subterranean fuel depot with surface pumping facilities was seen, bordering on the former clothing depot in Bernau (N 53/Z 96). The depot allegedly comprised eight fuel tanks. I depot,
	Damgarten Fuel Depot.
	3. In October a large subterranean fuel depot was being constructed in Damgarten (N 55/P 13) by the Volkspolizei with the assistance of special railroad workmen. Double tanks, removed from standard railroad tank cars, were installed. Each tank had a capacity of 30 cubic meters. The tanks were transported only at night and covered up immediately upon arrival. For deception purposes the fuel tanks were shipped to the depot by land and see. Twelve such tanks had been installed by October, with more tanks scheduled to arrive. (3)
	MuenchonbernsGorf Fuel Depot.
	4. On 29 September several tank cars were observed for the first time at the Euconchenbernsdorf (E 51/J 95) freight station. Previously,
25740	tank cars had been observed only in Lederhose (E 51/3 95). (4)
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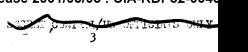
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- 5. Retween 6 and 31 October it was learned that in the Muonchenberns-dorf fuel depot, which had been reconditioned except for one elevated oil tank, gasoline was allegedly being mixed, partly with oil. The fuel being improved at the depot arrived by rail from Leuna (M 52/D 91), Rochlen (N 52/K 29), and Rogis-Breitgen (N 52/K 28).
- 6. The Muenchenbernsdorf fuel depot was operated by 10 to 20 officers and 80 NCOs and EM wearing red-bordered black epaulets. Thirty-two soldiers were on duty all the time. The personnel were last replaced at the end of September 1950.

Schleife Fuel Depot.

- 7. In 1948 the Soviets decided to construct a fuel depot at the site of the former German assumition depot of behleife (0 52/A 74), which was destroyed in 1945 and 1946. The depot was built on the pattern of two newly constructed fuel depots in Czechoslovakia. The installation was designed to have a total capacity of about 5 million liters of fuel, including gasoline, diesel fuel and oils.
- 8. In the fall of 1950 it was learned that the construction work at the Schleife depot was being performed almost exclusively by German firms, working under Soviet supervision. The construction chief was an MVD lieutenant colonel. The fuel tanks installed were of various types. Observed were chiefly groups of five 25-cubic meter tanks, five 50-cubic meter tanks, and three 75-cubic meter tanks. All tanks, with the exception of those built along the railroad spur, were installed underground and covered with a layer of earth, about 1 moter high. The oil tanks were placed on a pile foundation, lined with boards, covered with earth, and camouflaged. Fuel was pumped from railroad cars to the tanks through detachable pipe lines.
- 9. Before installing the warning and security devices in the depot section which is located south of the read, all German workmen and engineers had to leave. All further construction was then rapidly brought to completion by Soviet labor units. Even the personnel of the central construction bureau were no longer permitted to enter this area. The northern depot section was scheduled for completion in the fall of 1950. The southern section was put into operation at the beginning of May 1950.
- 10. The entire area of the Schleife fuel depot was surrounded by a harbed wire fence, more than three meters high, and by watchtowers. A network of good depot roads facilitates direct access to each tank. A transformer station makes the depot independent of outside power sources in case of emergency. Several water reservoirs had been constructed for fire fighting purposes. The depot fire brigade was directly subordinate to the depot commandant. Fire extinguishers were placed at the individual groups of tanks. The depot included a motor pool, a spare parts store, repair shops, and laboratories. A pumping station and pipe-line system with hydrants supplied the depot with water. The entire depot covered an area about 4 by 5 km. The guard and operative personnel of the chleife depot were of battalion strength. Depot commandant was a lieutenant colonel, who had come from Potsdam (N 53/2 63). (6)
- 11. On 3 October it was learned that the Schleife fuel depot is a reconditioned subterranean installation, the tanks of which were allegedly as much as 40 meters underground. Two large 100-cubic meter tanks and 200 smaller 50-cubic meter tanks were available. The fuel depot proper was allegedly located in the southern section of the installation. (6)
- 12. On 30 September, 100 cubic meters of fuel arrived by rail and were allegedly purped into the last empty tanks. The railroad spur of the depot branches off from the schleife-opremberg line, about 2 km northwest of the Schleife railroad station. (7)



13. The depot was quarded by Poviet and Volkspolizer personnel, who were stationed at the installation. In mid-October all civilians employed in the Schleife fuel depot were discharged. The security measures which were already stringent were further intensified by the employment of motorized Volkspolizer patrols which systematically combod through the area around the depot.

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14. On 27 Jetober 1950 three fuel tanks on flatears were switched into the Pehleife depot via the railroad spur. The dimensions of the fuel tanks were nearly those of the flatears.

Were seen on the Spremberg-Schleife road. (8) Ten earth shelters, about the size of wooden barracks buildings, were visible in the depot area from the road. Oil barrels were apparently stored there.

Velten Fuel Depot.

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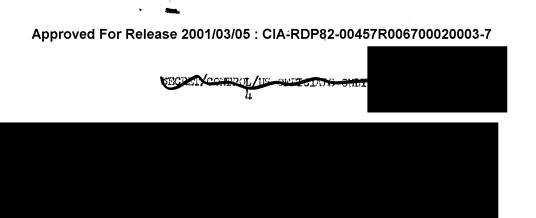
On 14 October two railroad tank cars stood on the railroad sour of the mir force fuel depot at Volton (H 53/2 66). (9) each carrying six 200-liter variets, icr the depot. Another truck with 25X1A parked in the yard. (10) on 23 October three railroad tank cars were observed in the depot. included passenger 25X1A occu ied by an officer with silver-blue enaulets and occupied by AF soldiers, truck loaded with barrels and driven by soldiers wearing lightblue opaulots, and occupied by 20 men wearing lightblue equilets. (11) The wire fence surrounding the depot had been replaced by a board fonce, blocking the view of the depot.

- spur of the depot. Motor vehicles seen there included tank truck driven by a soldier wearing light-blue epaulets, jeep occupied by two soldiers wearing red-bordered black epaulets, and loaded with six 200-liter gasoline barrels and occupied by three soldiers wearing light-blue epaulets. At 5:30 p.m. passenger can be not compared by an officer with a light-blue ribbon around blue cap, entered the depot. After a few minutes the officer returned, followed by about 30 unarmed soldiers who were light-blue epaulets and boarded which followed the passenger car toward Schoenwalde. The troops allegedly belonged to an AF unit at the "choenwalde airfield. (12)
- 18. According to a railroadman, thirteen tank cars which stood at the Velten railroad station on 14 October were destined for nationalized enterprises rather than for the fuel depot. (15) On 28 October, 16 tank cars, guarded by Velkepolizei personnel, were seen at the Velten station. On 11 November, 12 tank cars, guarded by mailroad police, were seen at the station. (16)

Comments.
(1) For sketch, see ninex 1.

(2) The dopot is reported on for the first time. The information does not indicate whether the depot is located in the former clothing depot to I on Heissenseestrasse or clothing depot to II on Roemickerstrasse.





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(6) The information confirms and supplements previous data on the conversion of the former German annumition depot into a large fuel depot.

For sketch, see Annex 2.

(7) The dismantled railroad spur was reconstructed in November 1949 on Soviet order.

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(9) The information confirms the important fuel depot, consisting of an AF section and an army section.

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2 Annexes: two sketches on ditto.

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